

# Lunken Airport Oversight Advisory Board

## July 9, 2001

### Board Members present:

Rob Rubin, Chairperson	North Community Representative
Steve Shaw, Vice-Chairperson	East Community Representative
Krissi Barr	At-Large Representative
Mike Conaton	Corporate User Representative
Scot Conover	West Community Representative
Tom Edwards	Fixed Base User Representative
Mike Lacinak	South Community Representative
Joe Llamas	Private User Representative
Eric Partee	Recreational/Environmental Representative

### City Staff present:

John Deatrick	Director of Transportation & Engineering
Dennis Murphey	Director of Environmental Management
Dan Dickten	Airport Manager
Steve Fagel	Assistant City Solicitor
Bob Vickrey	Senior Engineer
Bob Wessel	Noise Compatibility Planner
Elaine Luchi	Administrative Technician

### Call to Order and Opening Remarks

Mr. Rubin called the meeting to order at 5:45 p.m. Since the last meeting of the Board, City Council had approved the transfer of Lunken Airport from the Department of General Services to the Department of Transportation and Engineering (DOT&E). Mr. Rubin introduced John Deatrick, Director, DOT&E.

### Review and Approval of June 11, 2001 Minutes

There were several issues raised regarding the section entitled Report of City Administration - Runway Strength Study. Mr. Conover felt that in light of the discussion in the previous month's meeting that a more appropriate title would be "Pavement Analysis." He also requested that the minutes reflect Mr. Shepard's assertion that the City will have final authority as to the published weight-bearing capacity. Mr. Rubin did not recall the statement by Mr. Dickten referred to on Page 2, first full paragraph, fifth line which reads "He also stated the report must be sent to the FAA for review regardless of the results." Mr. Conover also thought it was important that the minutes include the pronouncement that there would not be a change in weight capacity as it was stated in the meeting by Mr. Shepard.

Below is a summary of the recommended changes:

- ➔ Change the heading to "Report of City Administration - Pavement Analysis."
- ➔ Remove "He also stated the report must be sent to the FAA for review regardless of the results."

- ➔ Add "Mr. Shepard stated the City will have final authority as to the published weight-bearing capacity."
- ➔ Add "A change in weight capacity will not be initiated."

Mr. Edwards and Mr. Shaw did recall the statement by Mr. Dickten, but believe this was contradicted by Mr. Shepard. Mr. Rubin suggested that the approval of the minutes be deferred until that portion of the meeting could be transcribed from the tape.

#### Report of City Administration

Mr. Dickten began his presentation with the subject of runway weight-bearing capacity. Although the published weight is not the maximum allowable, aircraft over that weight must request permission to land. Lunken is currently listed at 50,000 pounds for single-wheel configuration, 70,000 pounds for dual-wheel, and 135,000 for dual-tandem. Mr. Dickten plans to have Andy Bodocsi from H.C. Nutting present the results of the pavement analysis at the August Board meeting.

There are other factors, such as turning radius, that determine what types of aircraft may operate at different airports. Lunken is a Design Group III airport which means it can accommodate up to Class III aircraft. He illustrated that larger aircraft are not necessarily noisier by showing noise contours for planes of various sizes.

Mr. Vickrey distributed the Preliminary Pavement Evaluation, Overlay Design and Recommendations Report prepared in 1987 by the City's Engineering Division. He explained that the findings were calculated using a Gulfstream III (70,000 pounds) as the projected maximum critical aircraft and by estimating annual operations. These projected operations proved to be well above the actual number. He did not believe that H.C. Nutting used the earlier data for the current study.

Mr. Rubin questioned to what extent the City is bound to the new findings. The community is concerned that a change in the published information may eliminate the City's ability to limit use of the Airport by aircraft such as 737s.

Although he was not clear on the FAA's requirements, Mr. Deatrick stated that he would not forward the information from the pavement analysis until the implications were determined. He also said the following:

- ➔ Mr. Dickten will not have contact with any commuter airlines without including Mr. Deatrick.
- ➔ He hoped to meet with the FAA in Chicago later that week.
- ➔ He would like to prepare a business plan including the Airport, residential, business, and recreational areas. The Board will be included in this planning to best determine how to keep Lunken operating without jeopardizing the balance of this impact area.
- ➔ The City Planning Department is to begin working with Linwood.
- ➔ A decision will have to be made when to update the Master Plan.

The subject of waivers was then addressed. A waiver may be issued when a plane exceeds the

published weight-bearing capacity but does not exceed the safety margins. Mr. Dickten showed an example of a waiver letter as well as a chart with a breakdown of the waivers issued in 2000. These operations were well under the 2% that is considered an acceptable amount. Thus far in the year 2001, Lunken is at 41% of the waived aircraft during the same period in 2000.

A list server has been developed to distribute the minutes of the Board meetings. Interested citizens may register on [www.flylunken.com](http://www.flylunken.com). Mr. Rubin requested that City Council members be sent copies of the minutes dating back to the inception of the Board and all future meetings. In addition, no one except Board members is to receive minutes that have not been approved.

On the topic of grant covenants, Lunken has the following:

- ✈ 1997 Taxiway A
- ✈ 1998-1999 Perimeter Fence  
South line T-Hangar Taxiway
- ✈ 2000 None
- ✈ 2001 Part 150 Study (in process)

Lunken should receive \$150,000 next year in accordance with AIR-21, a funding authorization bill passed last year.

Mr. Dickten announced that Lunken had purchased the Air Scene system which will allow the Airport to identify aircraft by tail numbers. This will assist in follow-up of noise complaints as well as invoicing landing fees. Lunken is also considering leasing used noise monitors from Cincinnati/Northern Kentucky International Airport (CVG).

Mr. Dickten gave Board members a copy of the O'Hare Noise Compatibility Commission's Annual Report for 2000.

#### City Council Report and Action

The Board's resolution was on the calendar for the Community Development and Intergovernmental Committee on June 18, 2001, and the City Council meeting on June 20, 2001. Mr. Shaw reported that several Board and community members attended both meetings. He spoke at these meetings of the importance of restoring the communities' confidence in the City with regard to Lunken Airport. He also told them that the citizens wanted their voices heard and concerns addressed. He stressed the need for adequate funding for the Part 150 study so that it may include an appropriate level of public input.

The CD&IG Committee recommended that the second paragraph be rephrased to include an exception for safety improvements. Due to the lateness, the resolution will be the first item on the August agenda. Since the revised resolution will again have to go to the CD&IG Committee and then to full Council, Mr. Rubin asked for an agreement that there would be no request for capital funding until mutually acceptable language could be adopted. Mr. Deatrick cautioned that there was a slight chance the City could receive notification of a grant before the end of September. He stated that in that situation the Board would be consulted and given the opportunity for comment.

Question and Answer Period

The Airport had received complaints about two military jets. Although the Tower cannot put restrictions on these aircraft, it may be possible to discourage certain types of maneuvers.

Mr. Dickten was asked about the status of Pan Am establishing scheduled service here. He replied that Pan Am did not allocate any aircraft for service at Lunken, but it was a possibility for next year.

The next speaker reminded the Board that the lengthening of 3R/21L had been referred to as a safety improvement in earlier meetings. He feared that rewording of the second paragraph of the resolution would allow the Airport to move forward on this project.

New Business

Mr. Lacinak asked about the Public Hearing on a permit to operate a charter service for Dynamic Aviation Group. Mr. Dickten explained that they planned to conduct business out of Hangar 1 using one King Air aircraft. There will be one to two flights per day transporting car parts. Mr. Dickten gave a summary of the permit process in accordance with the Cincinnati Municipal Code and the Airport's Rules and Regulations.

Mr. Shaw asked that future agendas include as the second item "Changes and Additions to the Agenda." Mr. Dickten asked that the agenda also allow time for the City Administration to update the Board on the status of development projects. For example, leases have not been negotiated for Lease Areas 51, 56, and 57, and these projects will not proceed at this time.

Mr. Partee asked Mr. Dickten to update the Board on the Air Scene and noise monitoring equipment at future meetings. Mr. Lacinak mentioned that it would be helpful to include estimated numbers of operations when discussing new operators and leases. Ms. Barr suggested that the Board be forwarded information pertaining to the Administration's report for review prior to the meeting.

Mr. Conover announced that there was one reservation available for a seminar on Class B Airspace scheduled at CVG on July 11, 2001.

The Sports Car Club of America will be having races at Lunken on August 18-19, 2001. Bruce Wolf of the Lunken Enduro Group hoped to schedule a community meeting and was available to answer questions after the Board meeting. He can also be reached at 321-4700.

Mr. Shaw moved to adjourn. The motion was seconded and the meeting adjourned at 7:40 p.m.